

however, FRA has granted waivers for qualified passenger equipment at higher cant deficiencies. A more detailed discussion of cant deficiency can be found in 52 FR 38035, October 13, 1987.

Amtrak, BNSF, and WSDOT have worked together to accomplish the goal of reducing trip times. Amtrak plans to dedicate a second locomotive, either a P40 or P42 high-performance locomotive, to each Talgo train. BNSF, the track owner, has initiated a program working with the municipalities to reduce the number of speed restrictions. BNSF also lifted speed restrictions imposed decades ago and not lifted after track improvements were made. Another part of the program is to increase curve speeds from those developing three inches of cant deficiency on as many as 376 curves on the route.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number H-97-3) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received within 30 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.-5:00 p.m.) at FRA's temporary docket room located at 1120 Vermont Avenue, N.W., Room 7051, Washington, D.C. 20005.

Issued in Washington, D.C. on May 7, 1997.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator, for Safety Standards and Program Development.*

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## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. M-034]

#### Information Collection Available for Public Comments and Recommendations

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection.

**DATES:** Comments should be submitted on or before July 14, 1997.

#### FOR FURTHER INFORMATION CONTACT:

Edmond J. Fitzgerald, Director, Office of Subsidy and Insurance, MAR-570, Room 8117, 400 Seventh Street, S.W., Washington, DC 20590. Telephone 202-366-2400 or fax 202-366-7901. Copies of this collection can also be obtained from that office.

#### SUPPLEMENTARY INFORMATION:

*Title of Collection:* Approval of Underwriters for Marine Hull Insurance.

*Type of Request:* Extension of currently approved information collection.

*OMB Control Number:* 2133-0517.

*Form Number:* None.

*Expiration Date of Approval:* June 30, 1997.

*Summary of Collection of Information:* Concerns approval of marine hull underwriters to insure MARAD program vessels. Foreign applicants will be required to submit financial data upon which MARAD approval would be based. In certain cases, brokers would be required to certify that American underwriters were offered opportunity to compete for the business.

*Need and Use of the Information:* 46 CFR Part 249, published as a final rule on June 20, 1988, prescribes regulations for approval of underwriters for marine hull insurance on vessels built or operated with subsidy or covered by vessel obligation guarantees issued pursuant to Title XI of the Merchant Marine Act, 1936, as amended. The regulations provide for approval of foreign underwriters on the basis of an assessment of their financial condition, the regulatory regime under which they operate, and a statement attesting to a lack of discrimination in their country against U.S. hull insurers. The regulations also require that American underwriters be given an opportunity to

compete for every placement, thereby necessitating in some cases certification that such opportunity was offered.

*Description of Respondents:* Foreign underwriters of marine insurance and insurance brokers placing marine hull insurance if less than 50 percent of the placement is made in the American market.

*Annual Responses:* 82.

*Annual Burden:* 66 hours.

*Comments:* Send all comments regarding this information collection to Joel C. Richard, Department of Transportation, Maritime Administration, MAR-120, Room 7210, 400 Seventh Street, S.W., Washington, DC 20590. Send comments regarding whether this information collection is necessary for proper performance of the function of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance quality, utility, and clarity of the information to be collected.

By Order of the Maritime Administrator.

Dated: May 7, 1997.

**Joel C. Richard,**

*Secretary.*

[FR Doc. 97-12431 Filed 5-12-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. 96-114; Notice 2]

#### Final Decision That Certain Nonconforming Vehicles are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Final decision that certain nonconforming vehicles are eligible for importation.

**SUMMARY:** This document announces a final decision by the Administrator of the National Highway Traffic Safety Administration (NHTSA) that certain vehicles that do not comply with all applicable Federal motor vehicle safety standards, but that are certified by their original manufacturer as complying with all applicable Canadian motor vehicle safety standards, are eligible for importation into the United States. The vehicles in question either (1) Are substantially similar to vehicles that were certified by their manufacturers as complying with the U.S. safety standards and are capable of being readily altered to conform to those standards, or (2) have safety features